Infrastructure for air cargo

2889. SHRI KARNENDU BHATTACHARJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that air-cargo growth has been significantly higher in the current financial year;

(b) if so, what is the percentage of growth;

(c) what steps Government are taking to sustain the present growth in this sector in view of competition from the neighbouring countries including Bangladesh and Pakistan who are offering competitive advantage; and

(d) what steps Government are taking to improve the infrastructure to cope up with the increasing number of flights?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) The growth in air cargo traffic for the period April-September, 2005 was 11.6%.

(c) Various steps have been taken/proposed by Airports Authority of India (AAI) like introduction of Electronic Data Interchange, reduction in airport charges, extended working hours, discounted tariff for clearance of cargo within stipulated hours, mechanised cargo handling, introduction of automation, strengthening of cargo system/procedure through introduction of help desks, enhancement of cargo capacities, dedicated courier terminals, decongestation at air cargo complex to sustain the growth in cargo traffic.

(d) The details of the action taken so far/proposed to be taken to deal with the increasing number of flights *inter-alia* include: establishment of Clearance Delivery Position to enable pilots to expedite departures; introduction of Auto Release procedures to release the departures on

standard routes upto a certain height for expeditious departures; deployment of additional manpower; creating separate helipads and corridors for helicopters; construction of new high speed exit and parallel taxiways to reduce the runway occupancy time and enable operations from both the runways; restructuring of airspace; filling up of vacant posts in ATC; upgradation of Air Traffic Control Automation System and installation of Advanced Surface Movement Guidance & Control System; introduction of Air Traffic Flow Management System to enable the departures from airports other than Delhi and Mumbai.

State Governments' entry in Civil Aviation sector

2890. SHRI V.HANUMANTHA RAO:
DR. T. SUBBA RAMI REDDY:
SHRIMATI S.G. INDIRA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether State Governments are not allowed to float their own airlines for operations on international routes;

(b) whether Centre has not allowed proposal of the State Government of Kerala to float an airlines to operate flights to Gulf region;

(c) if so, what are the reasons for same;

(d) how many States have urged Centre to allow them to float airlines in international routes; and

(e) whether Government have rejected all proposals submitted by State Governments?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) Under the existing guidelines, any Indian Scheduled carrier haying experience of continuous operations of 5 years in domestic sector and having a minimum fleet size of 20 aircraft is permitted to operate on international routes. Government has also reserved the Gulf route for Air India and Indian Airlines for three years. Only the State Government of Kerala has proposed to establish their own airlines for operation on international routes, although no formal application has been received in the stipulated format for the purpose.